

Recognized Authority on
Connellsville Coke Trade.

The Weekly Courier

VOL. 41, NO. 8.

CONNELLSVILLE, PA., THURSDAY MORNING, AUGUST 30, 1917.

EIGHT PAGES.

Prices and Prospects.

COKE MARKET AT SEA, DRIVEN BY SEVERAL CONTRARY WINDS

Effect of Priority Coal Car Order and Price Fixing.

BUYERS ACT CURIOUSLY

and Out of the Market Together; Coal Price Fixing "Fixes" Free Coal; Operators' Meeting Called Off; Prices of Pig Iron Soften.

Special to The Weekly Courier

PITTSBURG, Aug. 29.—The coke market is still more at sea, driven from day to day by contrary winds. A week ago there had been a softening and on Friday and Saturday of last week there were still lower prices. Monday morning the atmosphere looked decidedly blue for sellers, there being practically no inquiry, and there was talk of shading \$13 for spot furnace coke. Then estimates began to appear of the prospective effect upon the coke car supply of the carrying out of Priority Order No. 1 of the new Priority Board, managed by Judge Lovett. This order, which the railroads put into effect Friday and Tuesday, requires a 100 per cent coal car supply against all requirements of coal mines for making the shipments, and a 30 per cent car supply for the Connellsville region was reduced to develop before the end of the week. Tuesday there were tales of spot furnace coke at \$13.50, then \$13 seemed barely an asking price the day before, and prices as high as ever were predicted for late in the week.

One cause of the great fluctuations in coke prices is the curious course pursued by buyers. They seem all to come into the market at one time and then they all withdraw together. It is done designedly, to weaken the market against further purchases, the history of coke prices shows that it is failed, for the market has consistently gained more on its advances than it has lost on its declines. If it drops \$2 a ton when the buyers are at it, it advances \$3 a ton when they appear, and as the low prices occur then there is little buying the average price paid on the tonnage is probably higher than the average of the daily quotations.

Foundry coke is in only fair demand at the premium over furnace coke is made chiefly by the extra expense of adding, when labor is so scarce. The market in general is quotable as follows, with an upward tendency:

spot furnace \$13.50-\$14.50

spot foundry \$14.00-\$15.00

The meeting of coal operators from all over the country, originally scheduled to be held in Pittsburgh today, as been called off indefinitely, and instead a meeting of the board of directors of the recently organized National Association of Coal Producers being held in Washington. The idea is that if pressure is to be brought upon the coal administration for a higher scale than the \$2 basis announced a week ago the effort is more likely to be successful through direct work at Washington than by a medium of an open meeting of all operators at a distance from Washington, as such a meeting would like produce fireworks that would receive great publicity in the daily press.

There is practically no coal being sold at the fixed prices, which are Pittsburg coal, \$1.75 for slack, \$2 for mine-run and \$2.25 for screened coal. Operators say they have no coal. Naturally they are applying their coal on higher priced contracts, to the limit, and this seems to cover all that is produced.

The pig iron market continues to fluctuate in the general tone, but little is being done that prices do not decline except in spots. In the past week there has been a decline of \$2 ton in Bessemer and arising from relatively small sales, partly of iron middle bands. A week ago the market was quotable at \$55 for Bessemer and \$52 for basic, and valley furnaces. Since then there have been some odd lots of Bessemer picked up at \$50 and \$52 and it is certain that more can be had at the latter price. A lot of eastern basic as sold for delivery in this general district, although usually the freight against such sales, and the equivalent value price was far below \$50, is regarded as certain that considerable tonnages of basic could be picked up at \$50. Foundry and malleable grades have had very limited sale, and have not developed definite lower quotable prices. The market now quotable as follows:

basic \$52.00

etc. \$52.00-\$55.00

etc. \$52.00-\$55.00

These prices are f. o. b. valley furnaces, prices delivered Pittsburgh being higher by the 25 cents freight.

LaBelle Iron Co. Buys Coal.

Coal land comprising 2,500 acres in Armstrong and Brooks counties, West Virginia, has been purchased by LaBelle Iron Company with works in Wheeling and Steubenville, O. Twenty four tracts are included in the deal.

New Zealand Short of Coal.

Coal production in New Zealand is falling off 40,000 tons a month.

COKE FREIGHT RATES.

The freight rates on coke from the Connellsville district, which includes what is officially known as the Connellsville region (sometimes called the Basin district), and the lower Monongahela region, often called the Klondike and sometimes the Masontown district) to principal points for shipment, are as follows, per net ton of 2,000 pounds, effective June 15, 1917:

Destination	Rate
Baltimore	\$1.85
Buffalo	2.00
Canton	1.50
Chicago	3.65
Columbus	1.80
Detroit	2.25
E. St. Louis	2.85
Erie	1.80
Harrisburg	1.85
Jessup	1.45
Louisville	2.65
Milwaukee	2.00
New York	2.00
Philadelphia	2.20
Pittsburgh, N. Y.	.90
Pottstown	2.10
Reading	2.00
Richmond, Va. (B. & O.)	3.09
Richmond, Va. (P. R. R.)	3.15
South Bethlehem	2.15
St. Louis, Mo.	2.15
Toledo, O.	2.00
Wheeling	1.35
Valley Points	1.85
For Export	
From Connellsville District:	
Philadelphia (F. O. B. vessels)	\$1.85
Baltimore (F. O. B. vessels)	1.95
From Latrobe District:	
Philadelphia (F. O. B. vessels)	1.75
Baltimore (F. O. B. vessels)	1.75

IRON AND STEEL STILL STAGNANT

Buyers and Sellers Await Completion of Books.

Special to The Weekly Courier.

NEW YORK, Aug. 29.—The American Metal Market and Daily Iron & Steel Report will review the steel and iron trade tomorrow as follows:

The iron and steel markets continue stagnant, both buyers and sellers patiently awaiting the completion of the bulk of orders now on books as preparatory to the development of a new market basis upon which business can be done in a large way.

Opinion is still divided as to what the total consumption is likely to be six months hence, in proportion to the enlarged capacity, but there are more than formerly who expect the total demand to be less than the capacity. Even if that should prove to be the case, however, there remains the uncertainty as to how closely production can approach capacity, as from one cause or another not more than about 90 per cent of the capacity has been in operation thus far this year, and the difficulties may grow.

The leading interest in the Pittsburgh district has bought heavy melting steel at a price much above the level regarded as the market ten days ago, it advances \$2 a ton when the buyers are at it, it advances \$3 a ton when they appear, and as the low prices occur then there is little buying the average price paid on the tonnage is probably higher than the average of the daily quotations.

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STILL BOOMS.

Organization of New Coal Companies Continues Unabated in Activity.

In corporation of coal companies continue at a rate never before equalled in the history of the state. The last month and a half has seen more than 50 concerns granted charters to either deal in coal lands, to mine coal or to handle it.

Virtually all of these companies like those incorporated earlier in the year, are in the soft-coal fields.

State, Westmoreland, Cambria and Allegheny counties having the bulk of them. Some of the companies have incorporated for unusually large amounts.

BIG DEVELOPMENT.

To Be Made By Jamison Coal & Coke Company Near Pleasant Unity.

Engineers are now at work laying out the site for the big coal plant and mining town planned by the Jamison Coal & Coke company on the Thaw tract located near Pleasant Unity, Westmoreland county and which has been leased by the company for 40 years.

Another Zimmerman Enterprise.

To Farm on Big Scale.

The Consolidation Coal company is preparing to cultivate next year 10,000 acres of farm land it owns in Harrison and Marion counties, West Virginia.

French Coal Output Increases.

Application will be made by D. B. Zimmerman, John C. Brydon and Ralph S. Zimmerman for a charter for the Lattice Coal company.

New Zealand Short of Coal.

Mines of the St. Etienne district, France, produced 4,000,000 tons in May.

Review of the Connellsville Coke Trade.

Statistical Summary.

PRODUCTION.	WEEK ENDING AUGUST 25, 1917.			WEEK ENDING AUGUST 18, 1917.				
	DISTRICT.	Ovens.	In.	Out.	Tons.	In.	Out.	Tons.
CONNELLSVILLE	20,445	18,372	2,073	193,407	24,497	18,372	2,125	194,030
Lower Connellsville	17,643	15,814	2,881	165,007	17,645	15,652	1,093	167,924
Totals	38,088	33,986	4,954	388,504	35,142	34,024	4,118	350,954

FURNACE OVENS.	WEEK ENDING AUGUST 25, 1917.			WEEK ENDING AUGUST 18, 1917.				
	To Pittsburg	17,088	15,461	1,577	162,551	17,088	15,361	1,577
Lower Connellsville	5,826	5,316	510	57,050	5,526	5,316	510	56,194
Totals	22,914	20,777	2,087	219,601	22,564	20,777	2,087	218,905

MERCHANT OVENS.	WEEK ENDING AUGUST 25, 1917.			WEEK ENDING AUGUST 18, 1917.				
	To Pittsburg	8,107	2,911	406	30,856	3,159	2,911	406
Lower Connellsville	11,510	10,298	1,521	105,047	11,519	10,298	1,488	101,730
Totals	16,226	13,209	2,017	188,903	15,273	14,247	2,031	182,556

Production and Output.

CONNELLSVILLE COKE TRADE NOW IN A WAITING ATTITUDE

Hopeful, But Not Assured, of Improvement in Labor Conditions.

GOVERNMENT COKE PRICE

CONSERVING THE COAL SUPPLY IS A NATIONAL NEED

Must Be Larger Production and Better Distribution Everywhere.

RAILROADS MOVING MORE

But At the Same Time They Are Using More; Industrial and Domestic Consumers Must Eliminate All Unnecessary Use of Coal to Insure Supply

The situation with respect to the coal supply which has developed since the United States entered the great war has become alarming," says the Railway Age Gazette. "It is a situation to which government officers, the railways, the coal operators and miners and the public should give immediate attention.

The railways within the four months April, May, June and July moved much more coal in any corresponding period. In April, 1917 they handled 28 per cent more anthracite and 22 per cent more bituminous coal than they did in April, 1916. In May they handled 24 per cent more anthracite and 21 per cent more bituminous coal than in May of last year.

In June they handled 18 per cent more anthracite and 23 per cent more bituminous coal than in June of last year. In July they handled 19 per cent more anthracite and 34 per cent more bituminous coal than in July of last year. In April, May, June and July, 1916, they moved 2,397,290 carloads of coal, or approximately 115,000,000 tons. In the same months of this year they moved 2,951,054 carloads or about 145,000,000 tons, an increase for the entire period over the same period of last year of 28 per cent.

"When it is considered that the amount of coal moved in 1916 was the greatest up to that time—in other words, that the railways have this year beaten their past previous records by 28 per cent—it will be seen that if the coal situation is not satisfactorily this is not because the railways have not been exerting themselves to the utmost to make it so.

"What, then, is the cause of this trouble? There are several causes. Two of the most important are the following: First, before the war a large amount of coal was transported by vessels on the Great Lakes and in coastwise service which have since been transferred to other service, with the result that there has been a very large increase in the part of the burden of carrying the country's fuel supply, which has been thrown upon the railroads. Second, there has been an enormous increase in the demand for coal for carrying on the country's industrial and military activities. Another fact, which has especially affected the situation in the Northwest, has been that navigation on the Great Lakes began three weeks later this year than in 1916. This, based on 1916 figures, affected the coal movement from Lake Erie ports to the head of the lakes to the extent of 926,000 tons. The amount of coal loaded into boats at Lake Erie ports was 2,507,000 tons less during the first six months of the year than it was during the first six months of last year.

"In order, however, that the supply shall be made adequate to the needs of the entire country, it is desirable not only that the production and transportation of coal shall be increased, but also that in all ways that are reasonably practicable, its consumption shall be curtailed. The railways have reduced their passenger service at the rate of 20,000,000 passenger-miles a year and have other reductions in contemplation which will make the total reduction about 30,000,000 a year. It is estimated that this will effect a saving of about 2,000,000 tons of coal a year. The railways are the largest consumers of coal, and perhaps they should and will have to go still farther in curtailing their passenger service as a patriotic measure for the saving of fuel."

LABOR BOARD NAMED

Early Adjustment of Labor Disputes Expected to Come.

WASHINGTON, Aug. 25.—Early and peaceful adjustment of labor disputes is expected by the creation today of an adjustment board to consist of three, four or five members, according to the nature of the problem to be solved.

President Wilson appointed V. Everett Macy of New York, President of the National Civic Federation, chairman of the board. The second member will be named by Samuel Gompers, president of the American Federation of Labor, the American steel corporation naming the third.

By the creation of the board, the signatories believe that the strike in New York will be settled and that the threatened strike of more than 100,000 men on the Pacific coast will be averted.

EMPLOYEES BALK.

Can't See Operating Mines on Cooperative Basis.

PITTSBURG, Aug. 27.—Announcement by the government of its resolution to enforce 32 coal prompted John C. Graham, of Butler, who owns coal tracts of 700 acres in Clarion county, to call a meeting of his employees yesterday and outline the situation with a view to put in force a lower wage scale.

Mr. Graham says the suggestion was not applauded, upon which he offered to let the men run the mines themselves and give him a nominal profit. This suggestion was not satisfactory either. Mr. Graham said.

Recover in West Virginia.

R. M. Hite of Fairmont, W. Va., yesterday was appointed receiver of the property of J. V. Thompson in West Virginia. An injunction was issued by Judge A. G. Dayton who appointed Mr. Hite, restraining all creditors from enforcing liens against his West Virginia properties. Judge Dayton's action was auxiliary to the filing of a petition in involuntary bankruptcy in the United States district court at Pittsburg early this week.

Coal Land Sold.

The Indian Creek Coal & Coke company of Somerset has purchased 161 acres of coal in Donegal township, Westmoreland county, for \$5,537.25.

EXEMPTION OF CERTAIN STUDENTS

Is Being Urged By Commissioners of Education to Supply the Future Need for Technical Men.

P. P. Claxton, United States Commissioner of Education, recognizing the need for engineers in the prosecution of the war and in preparation for time of peace to follow, has addressed a letter to the presidents of the various technical schools and colleges urging that students of the draft age should be treated the same as the workers in the industries which are devoted to the manufacture of war materials.

"Under this provision of the Selective Service Act," says Dr. Claxton, "the presidents of colleges and technical schools may properly urge the district exemption boards to exempt students in their institutions who give promise of special aptitude for the technical and scientific professions until these students have finished their courses. It is expected that institutional officers will exercise due caution and will not claim exemption for students whose success in technical careers is open to doubt."

Never in the history of this country has there been so great a demand for men having technical training in engineering as at present. The war in Europe has been a war of engineers and of the product of engineers, and every effort has been made by the European powers to conserve and increase the supply of men who are competent to carry on the work of the industries upon which the success of the war depends.

For the past few years the demand for graduates of engineering schools in this country has been far in excess of the supply, and many of the most important industries have been seriously embarrassed in consequence of this condition. Some of the great industries of America have already made inquiries concerning the possibility of the employment of women in certain branches of engineering work which heretofore have been open only to men.

COAL TO CANADA

Operators Claims Railroads Are Not Supplying Cars Enough for the Northwest.

Coal operators of the Pittsburgh and adjacent districts insist that they are keeping to the letter their agreement to send 50 per cent of their production to Lake Erie ports for transhipment to the Northwest but that the railroads are not supplying cars in sufficient numbers to haul it, consequently they are selling the surplus in Canada, where they are paid \$4.50 per ton as against \$3 they receive in this country, says the Pittsburgh Dispatch. Much coal that would otherwise go to Upper Lake docks is going now across the border, and it is more than doubtful whether the 23,000,000 tons which the people of the Northwest will require to keep them warm next winter, will reach the distributing points before the close of navigation. More than 1,000,000 tons were shipped into Canada during July and it is anticipated that the showing for August, when compiled, will be still larger.

Meantime, the interests in control of the Burlington, Northern Pacific and Great Northern Railways are buying vast tracts of coal lands in Greene county and since the people of the section they serve cannot be permitted to suffer from lack of fuel, Pittsburgh railroad and coal interests deduce that the acquisitions in question are the result of foresight of long rail hauls of coal to supply the deficit in lake cargoes that impends.

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Coal Land Sold.

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LIST OF COKE OVENS IN The Connellsville District

With Their Owners, Address and Ovens in Blast Corrected to Saturday, Aug. 25, 1917.

Total Ovens	In Blast	Name of Works	Name of Operators	P. O. Address
MERCHANT OVENS.				
183	182	Beatty.	Mt Pleasant Coke Co.	Greensburg
132	20	Boyer.	Mt Pleasant Coke Co.	Greensburg
93	20	Carroll.	Pearless Connellsville Coke Co.	Pittsburg
120	150	Clare.	Clare Coke Co.	Uniontown
40	40	Elkton.	Whitel Coke Co.	Uniontown
120	120	Ellen No. 2.	Whitel Coke Co.	Uniontown
200	200	Elizabeth.	Whitel Connellsville Coke Co.	New York
125	110	Fairview.	W. J. Rainey	New York
120	120	Franklin.	Huntington Coke Co.	Uniontown
121	101	Gardner.	W. J. Rainey	New York
126	118	Grace.	Samuel Lohr	Youngwood
8	8	Helen.	Shannon Coke & Coke Co.	Uniontown
42	42	Jimtown.	Johnson Fuel Co.	Uniontown
32	32	Johnson.	Moses Coke Co.	Dunbar
370	270	McBrecknock.	W. J. Rainey	New York
312	212	Mt Pleasant.	Mt Pleasant Coke Co.	Uniontown
92	92	Meadowfield.	Brown & Cochran	Dawson
40	40	Melville.	Newcomer Coke Co.	Uniontown
120	120	Painter.	W. J. Rainey	New York
500	518	Peyton.	South Fayette Coal & Coke Co.	Uniontown
40	40	Shirey.	W. H. Snyder	Greensburg
50	48	Thomas.	Pinehurst Coke Co.	Pittsburg
57	48	West Penn.	West Penn Coke Co.	Pittsburg
5,407	2,911			

FURNACE OVENS.

280	230	Adelaide.	H. C. Frick Coke Co.	Pittsburg
300	300	Alverton.	H. C. Frick Coke Co.	Pittsburg
287	303	Bagley.	H. C. Frick Coke Co.	Pittsburg
312	312	Baldwin.	H. C. Frick Coke Co.	Pittsburg
240	240	Bethel.	H. C. Frick Coke Co.	Pittsburg
800	185	Buckeye.	H. C. Frick Coke Co.	Pittsburg
301	201	Calmont.	H. C. Frick Coke Co.	Pittsburg
78	80	Coalbrook.	H. C. Frick Coke Co.	Pittsburg
400	400	Collier.	H. C. Frick Coke Co.	Pittsburg
320	320	Continental.	H. C. Frick Coke Co.	Pittsburg
300	300	Continental 2.	H. C. Frick Coke Co.	Pittsburg
388	388	Cordwood.	H. C. Frick Coke Co.	Pittsburg
280	106	Dorothy.	H. C. Frick Coke Co.	Pittsburg
278	270	Hecla No. 1.	H. C. Frick Coke Co.	Pittsburg
300	300	Hecla No. 2.	H. C. Frick Coke Co.	Pittsburg
305	305	Hostetter.	Hostetter-CConnellsville Coke Co.	Pittsburg
308	104	Kingsbury.	H. C. Frick Coke Co.	Pittsburg
409	402	Kyle.	H. C. Frick Coke Co.	Pittsburg
208	128	Liesenberg.	H. C. Frick Coke Co.	Pittsburg
302	204	Leith.	H. C. Frick Coke Co.	Pittsburg
300	240	Lemon No. 1.	H. C. Frick Coke Co.	Pittsburg
500	500	Mannington.	H. C. Frick Coke Co.	Pittsburg
400	400	Marguerite.	H. C. Frick Coke Co.	Pittsburg
205	205	Oliphant.	H. C. Frick Coke Co.	Pittsburg
282	282	Oliver No. 1.	Oliver & Snyder Steel Co.	Pittsburg
300	300	Oliver No. 2.	Oliver & Snyder Steel Co.	Pittsburg
400	400	Phillips.	H. C. Frick Coke Co.	Pittsburg
420	420	Reidons.	H. C. Frick Coke Co.	Pittsburg
142	142	Shay.	H. C. Frick Coke Co.	Pittsburg
325	325	Southwest 1.	H. C. Frick Coke Co.	Pittsburg
204	104	Southwest 2.	H. C. Frick Coke Co.	Pittsburg
901	811	Standard.	H. C. Frick Coke Co.	Pittsburg
121	121	Spanet-Bolivar.	Dunbar Furnaces Co.	Dunbar
404	404	Trotter.	H. C. Frick Coke Co.	Pittsburg
820	820	United.	H. C. Frick Coke Co.	Pittsburg
200	12	White.	H. C. Frick Coke Co.	Pittsburg
98	82	White.	Hostetter-CConnellsville Coke Co.	Pittsburg
382	382	Whitney.	H. C. Frick Coke Co.	Pittsburg
500	450	Young.	H. C. Frick Coke Co.	Pittsburg
248	248	Youngstown.	H. C. Frick Coke Co.	Pittsburg
12,461	12,461			

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THURSDAY MORNING, AUG. 30, 1917.

COAL PRICE FIXING.

It is yet too early to forecast the probable effects of the action of the Federal Trade Commission in fixing the price of coal at \$2.00, but one need not venture far afield in the realm of surmise to set down some things as reasonably certain to result.

Insomuch as the mines of the Connellsville region are producers of raw coal the industry will not be stimulated by the establishment of a dead level price. President Wilson's averments and hopes to the contrary notwithstanding. Every experienced coal producer knows that the costs of production vary as widely as do the thickness, character and quality of the different seams of coal and the local operating conditions. To apply a uniform price to the output of a prescribed zone—which includes several distinct mining districts, such as are found in Pennsylvania, based upon the average cost of production at all the mines therein, simply means that those mines having a high producing cost will be unable to continue operation; those with a cost close to the average will be able to derive a small profit and those with a cost below the average will enjoy a proportionately large profit.

In the determination of the costs of production due account is not taken of the freight differentials which prevail in different districts—which seems to have been overlooked by the trade commission in its investigations and division of the bituminous fields into price zones—a condition is created which will make it impossible for mines having lower cost of production, but with the differential against them, to stay in the market on the \$2.00 per ton selling basis.

It having been demonstrated during the past year or longer that with every available mine, all country pits within possible reach of railroad loading points and many new mines opened, and all working under a stress heretofore unparalleled in the industry, it has been impossible to maintain production equal to the demand. It is quite true that the shortage in car supply has been a determining factor in movement of coal from mine to point of consumption, but the fact remains that production has been on a larger scale than during any similar period and the wants of consumers have been only partially supplied.

The aggregate production of the country, or even the production of a single district as defined by the trade commission, will be increased as the result of price-fixing, is a proposition to which well posted coal men cannot subscribe. Practically every mining region in the country has been operating for months under high pressure methods with the object in view of increasing output to the maximum. Under the stimulus of the highest rates of wages, attractive bonuses, prizes, a "free run" of mine wagons and other incentives, individual miners in large numbers have put forth almost superhuman exertions to make "big runs." The result has been shown by the unprecedented records of individual earnings and outputs, which would have been impossible of attainment under normal working and trade conditions.

Due to the conditions which have prevailed the labor and other costs of coal production have been rising by a sort of geometrical progression. Prices have been bid up on a corresponding basis by buyers with whom it was a question of obtaining coal at any cost. All these things have contributed to stimulate production on a prodigious scale and to draw to the mining industry a class of men not hitherto identified with it, and who can be depended upon to remain active in it only so long as it offers large rewards, to both operators and workmen. A selling price of \$2.00 for the bituminous districts of Pennsylvania as a whole which appears to President Wilson as "not only fair and just, but liberal as well," will leave to the small producer no alternative but to quit business and compel the larger operators to eliminate all fancy bonuses and other incentives to large individual outputs and adhere closely to the scale of wages which became effective before the bonus system began to be generally adopted.

NOT RISKING AN EXPERIMENT. The attempt is being made by certain selfish agencies and persons, of narrowly circumscribed influences to induce the voters of Fayette county to believe that if a judge of either the common pleas or orphans' court seeks re-election, he is committing an unpardonable offense against the rights and privileges of a free people. The effort is proving just as abortive and futile as has every similar effort which has been made upon the assumption that the voters of Fayette county are so lacking in intelligence that they cannot think, reason or act without the assistance of presumptuous and self-constituted advisers.

If the claims which are being advanced in Fayette county by those who hold that experience and fitness are to be measured by the number of large earings, with the certainty that bonuses and other wage attractions will be withdrawn at the larger mines, these men, for large part, will seek employment in other mines as yet unaffected by price control regulations. True, there will be a considerable number of cars released by the numerous small operations which will suspend, but a large part of these mines have been supplied with box cars which are unsuited for apple loading, hence will add nothing to the number of cars available for increasing coal move-

ment. The fact that the investigations of the Federal Trade Commission revealed no wide variation of cost in the manufacture of steel that the

"one price to all" plan, as had previously been announced, would be adopted, is found to be impracticable, supports the contention of the coal men that similar conditions exist in their business and that there is decided unfairness in making both of one group of industries and tow of the other. While the Lane-Peabody \$3.00 agreement failed to accomplish its full purpose, the principle of mutual agreement underlying it, is held by coal men to constitute the only equitable basis of price regulation. Had this agreement had the supporting influence of law or regulation it could have been better sustained. Had the government meantime directed its activities toward improving the traffic situation, so that the coal mines of the country could have steadily maintained their production to nearly 100 per cent of capacity, there would not have arisen the necessity, real or fancied, of attempting to abrogate the immutable laws of supply and demand.

Now that coal price regulation has become a fact the industry must adapt itself to it in the best possible way. The price regulations which have been promulgated are but provisional. Practical application of the principle of "elevating the bench" is almost four to one. In the aggregate there are 185 candidates seeking election to 60 judicial offices.

There is a reason for this multiplicity of aspirants which is being carefully concealed in the public announcements and utterances of the candidates. Strict regard for the truth will not permit the assertion that all of the candidates have been so completely divested of selfish motives that they seek the retirement to private life of able, competent and well-qualified judges for the altruistic purpose of "elevating the bench."

The Johnstown Democrat, a publication not hitherto distinguished for non-partisanship, in a discussion of the situation says:

"Some of the men being opposed were elected on non-partisan tickets and have made splendid records and uphold to a nicely all the dignity of the office. Some of them have overwhelming endorsements from their bar associations. Yet it seems that many lawyers believe they can persuade the people that they would make better judges than the present occupants of the bench."

"In most instances the candidates will endeavor to get votes on the ground that the laws and the courts as now constituted are wrong. Shrewd lawyers know how to appeal to this firmly grounded conviction in the public mind without making a definite statement. But these lawyers—when they are elected—will they undertake to make law from the bench or will they simply subside, after being sworn in, on the comfortable old cushion of precedent and collect the war-time salaries which a generous legislature created?"

The voters of some of the judicial districts of the state may be willing to assume the risk of such an experiment with the judiciary, but those in Fayette county are by no means likely to be of that number.

Now that the ambitions of about three times as many lawyers whose aspirations for judicial honors seem to have been greatly stimulated by the action of the last legislature, in adding to the emoluments of this office. Of 26 judges of the courts of common pleas to be elected this fall practically the whole number are candidates for re-election. Only four are unopposed, but the nominations of the remaining 22 are being contested by 75 other members of the bars. For the three vacancies to be filled on the orphans' court benches, eight candidates have announced, while the ratio of aspirants for the 22 associate judgeships to be filled is almost four to one. In the aggregate there are 185 candidates seeking election to 60 judicial offices.

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RAISES HONEST DOUBTS.

The difficulties of price-fixing in any commodity—coal, coke, flour, peanuts, hair-dye, or what not—are as well illustrated by the copper industry as they will be in coal or any other industry.

No all copper mines are of the same richness of ore. Just as all coal mines have not the same thickness of seam, nor can copper producers mine, smelt and transport their product at a uniform cost any more than can coal producers deliver coal on board cars at a uniform cost. Yet, if the price of copper is fixed for all producers—and how else can it be fixed by a price-controller?—the low-grade miners like the high-cost coal miners, will be compelled to shut down if the fixed price is lower than can be produced.

"No man should dare to stand up and talk about his country any more—if he feels allegiance to his country let him be loyal and help her fight; if he feels loyalty to the United States, let him become a citizen. And if he is called upon to fight here, let him do his duty feeling that he is fighting for his own land."

"States and cities business both large and small, should join in America's free of all duties and taxes. They will not be subject to draft, the McMcBride resolution, Senator Chamberlain of the military affairs committee, has introduced one providing that all aliens residents in this country are denied citizenship, but even they should be trained and taught to be good Americans so that when they may, they can take out their papers."

"No man should dare to stand up and talk about his country any more—if he feels allegiance to his country let him be loyal and help her fight; if he feels loyalty to the United States, let him become a citizen. And if he is called upon to fight here, let him do his duty feeling that he is fighting for his own land."

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"No man should dare to stand up

Results of Examination in Draft Districts Nos 2 and 5

The results of examinations by the Local Board of District No. 2 during the past week are as follows:

ACCEPTED:

Carl S. Weaver, South Connellsville; Antonio Polia, Everson.

Norman Rohland Firestone, Connellsville.

Kenneth G. Miller, Connellsville.

Stanislaw Kameka, Everson.

Peter G. Beucher, Connellsville.

Frank Spitzer, Connellsville.

Karoline Krasnaski, Everson.

Ignatius Prial, Connellsville.

Scott Richter, Connellsville.

Michael Lucia, Everson.

Ella Aileen Bailey, Connellsville.

Walter Drew, Connellsville.

March W. Sloan, Connellsville.

Antonio Casini, Scottsdale.

Charles K. Skymanski, Everson.

Ralph Kusser, Connellsville.

Domenico Carosi, Connellsville.

James H. Burke, Owensdale.

Jackson D. Prink, Connellsville.

Anthony Orish, Everson.

Reinald Floyd Bryner, South Connellsville.

Jesus Riggar, Connellsville.

Ralph Frank Bixler, Everson.

John T. Sullivan, Connellsville.

Shields Lewis, Connellsville.

Robert H. Shaffer, Mount Pleasant R. D. 4.

William H. Eichard, Scottsdale.

Clyde R. Miller, Scottsdale.

Harry Thomas Dunkle, Connellsville.

Clarence Reckner, Stauffer.

Hymen Levine, Connellsville.

Cesare Pace, Dawson.

Francesco, Antonio Zaffino, Scottsdale.

Michael Carnock, Mount Pleasant R. D. 4.

CLAIMED EXEMPTION:

William Glard, Connellsville.

Salvatore Mariconti, Connellsville.

George Collins, Everson.

Orville Edward Greer, South Connellsville.

Aloysius William Carroll, Connellsville.

Joseph Henry Lakin, Connellsville.

Harry Gardner, Connellsville.

Carl Rocco, South Connellsville.

John Thomas, Connellsville.

Chris Staines, Connellsville.

Lawrence S. May, Connellsville.

John E. Grob, South Connellsville.

Clarence R. Ronesburg, Connellsville R. D. 2.

Michael G. Mulroy, Everson.

Giriacco Passaro, Connellsville.

Henry Robert Cole, Connellsville.

Harvey C. Younkin, Connellsville.

Thomas Edward Williams, Connellsville.

Nathan Goff Corruck, South Connellsville.

John J. Reagan, Scottsdale, Star Route.

Robert M. Albright, Dawson.

Robert O'Neill, Connellsville R. D. 2.

Alex H. Lutz, Dawson.

James Donald Reid, Connellsville.

Samuel McGuire Adams, Connellsville R. D. 2.

George G. Livingstone, Connellsville R. D. 2.

William H. Boyd, South Connellsville.

George Bernard Cowgill, Connellsville.

Harry C. Hoop, Connellsville.

Gideon Erwin Baldwin, Connellsville.

William H. Lane, Connellsville R. D. 1.

Paul V. Leyden, Connellsville.

Harry Edwards, Connellsville.

Anthony E. Berthen, South Connellsville.

Harry Kuhns, Connellsville R. D. 2.

Charles Opperman, Connellsville.

Steve George Cannellios, Connellsville.

John H. Moore, Connellsville.

Benjamin H. Hall, Connellsville.

PHYSICALLY DISQUALIFIED:

John C. Striner, Connellsville.

Charles Vitkosky, Everson.

Tonino Bonaduci, Connellsville.

John B. Mittereder, Connellsville.

William A. O'Donovan, Connellsville.

Simon Levi Geary, Owensdale.

Samuel E. Mong, Connellsville.

Giacinda Lazarini, Connellsville.

John Weimer, Everson.

Charles James O'Connor, Connellsville.

Jim Zaccari, Connellsville.

Fred Koiter, Connellsville.

Scott Colbert, Vanderbilt.

James T. Bell, Dunbar.

Lester Clark Lowry, Dunbar, R. D. 32.

Mike Krafft, Leisenring.

Charles Paul Laughlin, Connellsville.

Edward Connely.

REJECTED:

Mike Sparaski, Adelaide.

Ernest Brown, Acme R. D.

Vincent Rosal, Dunbar.

Richard Gibbons, Dunbar.

CLAIMED EXEMPTION:

Alfred Lloyd Lindner, Ohio City.

Israel Nelson Lyons, Dunbar.

Thomas Shimrock, Dunbar, R. D. 32.

Norman P. Ritenour, Normanville.

Smith Prinkey, Mill Run.

Frank R. Spay, Chalk Hill.

John Irvin Dickey, Mill Run.

James Ray Bricker, Dunbar.

Emidio Sterri, Dunbar.

Homer Lucas Carson, Dawson.

Michael Joseph Fabian, Connellsville.

Harry O. Reagan, Connellsville R. D. 32.

Max Clifford Cumberland, Dawson.

Edward Joseph Quinn, Broad Ford.

Ray Zimmerman, Connellsville R. D. 2.

A. Homer Sherick, Connellsville.

Glenn S. Kerr, Connellsville.

Carl S. Kerr, Everson.

Bernard O'Toole, Everson.

Wallace Emile Connellsville.

Anthony Frank Felix, Everson.

Lee R. Weaver, Connellsville.

Joe P. Smith, Connellsville.

John Gandy, Wagner, Connellsville.

Joseph Artzman, Jr., South Connellsville.

Valentine Frank Hild, Connellsville.

John R. Christian, Dawson.

Alfred H. Kelt, Connellsville R. D. 2.

Albert H. Kelt, Connellsville.

John B. Taylor, Connellsville.

Jan Krawski, Everson.

Fred Sandusky, Connellsville.

George Okk, Everson.

Albert V. Mong, Dawson.

William Badinger, Connellsville, R. D. 32.

Glatz Guy Strom, Connellsville.

Teofilo Mascia, Connellsville.

ville.
CLAIM EXEMPTION:
William Edward Downing, Connellsville.
Joseph F. Balogosky, Owensdale.
John Corl Dawson, R. D. 1.
Edward J. Crisp, Connellsville.
A. W. Thomas, Connellsville.
R. D. 1.
Ferry W. Sharps, Dawson.
John J. Stader, Connellsville.
John Ibar Conver, Connellsville.
Toshi Colville, Connellsville.
Vicent F. Pecore, Connellsville.
Harry Shaw, Connellsville.
John Craig, Connellsville.
Earl R. Kessler, Connellsville.
William Guerrero, Connellsville.
William George Soto, Connellsville.
Stephen John Bond, Connellsville.
Charles Homer Smith, Connellsville.
Simon Marti, Connellsville.
Louis Rosco Medcal, Connellsville.
Martin Kislak, Dawson.
Frank Hickson, Connellsville.
John W. Cook, South Connellsville.
James T. Connell, Connellsville.
Pascuale Jacobini, Dawson, R. D. 1.
Strawm W. Robbins, Connellsville.
Joseph E. Jones, Connellsville.
Martin John Hirsch, Connellsville.
Frank Aquila, Dawson, R. D. 1.
John Walter Oldland, Dawson, R. D. 1.
Andrea Zala, Dunbar.
Robert L. Angerer, Dunbar.
Ross Alexander Lancaster, Somerfield.

REJECTED:

John Christopher Blae, Somerfield.

George W. Ritenour, Normalville, R. D. 1.

Frank Nicholson, Normalville, R. D. 1.

Ralph Wadlow Cover, Connellsville.

Willie Nicklow, Pennsylv.

John R. Gandy, Connellsville.

Francesco Cavatorta, Connellsville.

William Jamison, South Connellsville.

Henry Stokes, Connellsville.

Joe Kadron, Everson.

William Robinson Julius, Connellsville.

Thomas Busack, Everson.

Philip Pandolfi, Dawson.

Robert Daniel Snyder, Connellsville.

Harry Morton Springer, Connellsville.

Roy W. Dill, Connellsville.

Charles W. Dill, Connellsville.

William H. Hayes, Connellsville.

Joseph Powis, Everson.

James Geiger, Mount Pleasant R. D. 1.

FAILED TO APPEAR:

Edward House, Dawson.

Andrew Munson, Connellsville.

Howard Laufeld, Jr., South Connellsville.

Ralph S. Thissie, South Connellsville.

Albert Romberg, Connellsville.

John Ulrich, Connellsville.

James S. Minott, Connellsville.

Frank Aquila, Connellsville.

Albert Taylor, Connellsville.

John P. Kephart, Connellsville, enlisted.

John Thomas Ranker, Connellsville.

RESIDENT ENTERS STRONG PLEA FOR CLEANER STREETS

**Open Letter to Council Urges
Purging of Business Section
On Saturday Nights.**

KICKS AT LOAFERS, TOO

A. Mottershead, of Connellsville Silk Company, addressed communication to City Authorities pointing out a few reforms that are necessary.

A strong protest against the filthy condition of the streets on Sunday mornings, and against the loafers and loungers who infest the streets, is contained in a letter sent to city council Saturday by A. Mottershead of the Connellsville Silk Company.

Mr. Mottershead suggests that the plan adopted in many Pennsylvania cities be put into force here, by which the merchants are required to sweep the sidewalks adjoining their property after closing hours Saturday nights, after which the street department sweeps the streets.

The city or business section, at any rate, Mr. Mottershead says, thus takes on a respectable and decent appearance one day in the week, anyway.

It is not possible to have such a requirement from our merchants as to sweep the sidewalks after closing hours, after which, I am sure, some of the drunks could be put on the job, say from 11 to 12 o'clock P. M." Mr. Mottershead asks in his letter: "You must agree with me that to wade through all kinds of refuse and drunkards' filth every Sunday is not the most pleasant experience for respectable citizens."

The police might put the "move on" policy in effect, Mr. Mottershead says, and keep the loafers moving, not on Saturdays alone, but every day and night. "From what I have seen since coming to this city, it is not safe for a decent, respectable woman to go on Main or Pittsburg streets alone," the letter says.

Furthermore, Mr. Mottershead urges that the police force be asked to set an example in cleanliness.

"To my knowledge," he says, "one gentleman in the police department walked over 2 dead, gorm laden east for a month and did not take the trouble to have it removed; but if one of our citizens happened to keep a half dozen empty glass bottles in the back yard for a couple of days, his honor would no doubt see to it that they were removed."

Mr. Mottershead concludes by suggesting that if some of those seeking nomination at the forthcoming primaries would promise a few reforms in the matter of cleaning the city, they would be likely to get the support of respectable citizens.

MISS THOM NAMED

Red Cross Class in Hygiene to Commence Work Now.

After a protracted delay, information has been received from the Washington headquarters of the Red Cross to the effect that Miss Pearl Thom of the West Side has been authorized by the bureau of nursing service to proceed with the instruction of local classes in elementary hygiene and home care of the sick. A class for this course was formed shortly after the Connellsville chapter was organized and Miss Thom's appointment as instructor forwarded to national headquarters. According to the regulations, instruction in this course cannot be commenced until the appointment of the instructor is approved and formal authorization given to proceed. This having been given, arrangements will be made to assemble the class for its first lesson sometime next week.

All the members of the No. 1 First Aid class of the Red Cross, instructed by Dr. L. P. McCormick, having successfully passed the required examinations, certificates have been awarded and are being distributed among the holders today. These bear the signatures of Woodrow Wilson, president of the American Red Cross and W. H. Taft, chairman of the executive committee.

The members of the class are: Miss Katherine Fribes, president; Mrs. Joseph McConnell, Miss Mary Millholland McConnell, Miss Anne McDowell White, Miss Elizabeth Pendleton, Miss Gertrude Reid, Miss Gladys Humbert, Mrs. F. R. Weimer, Miss Mary Bell, Lunnan, Miss Marian Shaw, Miss Dorothy Schoonover and Miss Eleanor Horner.

HIGH SCHOOL NOT READY

Failure of Plasterers to Complete Job Delays Progress.

The failure of the plastering contractor to complete his work is holding back the new high school and there is no possibility of its being ready for the opening of school on September 17. It may be necessary for Lawrence & Critchfield, the general contractors, to go into court and compel completion of the plastering, it was stated, or take over the remainder of the job themselves.

School board will probably get together this week to decide what is to be done. The small seats placed in the high school in anticipation of using it as a grade school will be taken out, in all probability.

Carpenters are being advertised for today for interior finishing.

William Sellers, the plumbing contractor, is up with his work and could finish up in a few weeks if the buildings were ready for the fixtures.

Charges Against Paper Makers
WASHINGTON, Aug. 25.—Charges of concerted action to raise book paper prices were made by the federal trade commission today in formal complaint filed against 23 manufacturers and the heads of their bureaus of statistics.

HOW TO DRY BEANS.

Select only beans in fit condition for use as sap or string beans.

Wash and remove strings. Dry small beans whole. Cut large and more mature beans in 1-inch lengths with vegetable slicer or sharp knife. Place in cheesecloth square or wire basket.

Plunge into boiling water for 1½ to 2 minutes.

Dip for a moment in cold water.

Remove surface moisture by placing between two towels, or by exposing to the sun and air for a short time.

Spread thinly on trays or earthenware plates.

Dry in sun, in oven, over the kitchen stove, or before the electric fan, until tough and leathery. Stir from time to time.

Don't miss any step.

THE RED CROSS WILL PLAY SANTA CLAUS TO ALL AMERICAN TROOPS

Plans Are Under Way to Provide a Christmas Package to Be Sent to Every Soldier in France.

Every American soldier and sailor whether at the battle front in France or in training camp at home, on ships at sea or stranded ashore, is to have a Christmas remembrance from "home". The Red Cross has completed plans for the Christmas cheer and arrangements will be worked out immediately.

Red Cross chapters nearest the 32 army camps and cantonments will probably arrange in their towns community Christmas trees with carols, pageants and holiday movies to which the men in training will be invited.

For the men in France the Red Cross will see that every soldier has his Christmas package, with its message of good will. There will be surprises in every package, but all are likely to contain writing paper, pipes, tobacco, cigs and cigarettes and other articles.

The work of finishing Christmas shipments of comfort bags is going on rapidly. Most of them are made of khaki and are furnished with extra pairs of woolen socks, needles, pins, thread and buttons. Detailed suggestions of how to wrap these Christmas packages for shipping will be welcome co-operation. Gifts will be bought from contributions especially given for the Christmas greeting. The Red Cross war fund will not be used for that purpose.

"OLD GLORY" RAISED

"Clip" Francis Has Honor of Unfurling New Flag at Pechin.

PECHIN, Aug. 25.—A fine new United States flag, made at the plant of the United Firebrick company at Pechin, "Clip" Francis of Connellsville, flagman on the B. & O. shifter, and a member of the Jr. O. C. A. M., had the honor of hoisting the same. The first flag had become frayed and entangled as a result of the storms, and had to be replaced. The ceremony of hoisting the new flag was both imposing and inspiring, despite the fact that no band discoursed music. When "Clip" got hold of the flag, he waved it, and all the employees of the company and a number of others who live near quickly gathered about him and stood with heads uncovered as "Old Glory" slowly rose to the top of the staff. Then Roy St. Clair, the assistant bookkeeper of the company, voluntarily burst forth into the strains of the "Star Spangled Banner", and in melodious voice sang it through.

William Brown, Julius Froshaw and Orville Thorpe, members of Co. D, stood on salutes during the raising of the flag and until the song closed. Harry Baker made a few patriotic remarks, which were greeted with cheers, and then "Clip" shouted, "Long may she wave," and after giving "three times three" for the flag, and three rousing cheers for "Clip," the men went back to their work.

RAISE MILK PRICE

Producers Will Charge Distributors 30 Cents Gallon After September 1.

Fayette county dairymen at a meeting in Uniontown Saturday afternoon formed a permanent organization and fixed a uniform price of 30 cents a gallon, effective September 1. About 30 dairymen and milk producers representing every section of Fayette were present. W. W. Marshall of Uniontown, was named president of the Fayette County Milk Producers' association, and C. C. Boyd of Connellsville, secretary and treasurer.

The dairymen say that in recent months the cost of everything entering into the production of milk has advanced to such an extent that a raise becomes necessary. Before the organization was formed, milk was being sold to the distributors or middlemen for a price ranging from 17 to 26 cents a gallon. Whether the new price of 30 cents will raise the retail price to consumers is not certain, but it seems likely that a raise will be in order.

The producers yesterday arranged to purchase feed by the carload lot for distribution among the members of the organization. Other projects to advance the dairy industry are contemplated. The association expects to admit every dairymen of any consequence into it, before the books are closed.

County to Enroll 543 Boys.

FAYETTE COUNTY, Aug. 25.—Charges of concerted action to raise book paper prices were made by the federal trade commission today in formal complaint filed against 23 manufacturers and the heads of their bureaus of statistics.

HOUSTON SHOOTINGS RAISE THE QUESTION OF KEEPING NEGRO SOLDIERS IN SOUTH



Four of the more prominent figures in the Houston (Tex.) shooting cases, in which troopers of the Twenty-fourth United States Infantry shot up the city, are shown here. The soldiers accused are negroes, and the affair has caused a tremendous sensation. 17 persons being killed and more than a score wounded. No. 1 is Governor Ferguson of Texas, who has declared the city and county under martial law; No. 2 is Senator Sheppard of Texas, who wants the government to withdraw all negro troops from Texas; No. 3 is General James Parker, in command of the southern department; No. 4 is General George Bell, Jr., who assumed charge of the situation in Houston.

AGED WOMAN'S BODY FOUND BY SON; DEAD AT LEAST FIVE DAYS

Mrs. Susan R. McCallion Victim of Apoplexy, Is Coroner's Verdict.

After being dead for about five days, the body of Mrs. Susan R. McCullion, 67 years old, was discovered Sunday afternoon lying in the hall of the McCullion home in East Fairview avenue, by an adopted son, Eugene Johnson of Akron, O. Mr. Johnston was here about three weeks ago to see Mrs. McCullion and at that time she was ill, having been in poor health for the past three months or more. Not having heard from her since his recent visit he became alarmed and decided to return to Connellsville, arriving here yesterday.

On his arrival at the McCullion home he found the doors and all the windows locked. Being unable to get any response to his repeated attempts to gain an entrance to the home he pried open a window. When he reached the hall on the second door he discovered the body of Mrs. McCullion. He immediately reported the death and Funeral Director Charles C. Mitchell was summoned and took charge of the body.

In the meantime Coroner S. H. Baum of Uniontown was notified and after investigation was made into the circumstances of the woman's death pronounced cerebro apoplexy as the cause. Mrs. McCullion had evidently retired for the night and the supposition is that she was either going to or coming from the bath room when she was stricken. From the condition of the body it is thought life had been extinct for about five days. Mrs. McCullion was seen last by neighbors on last Monday afternoon, but as the lights were burning in the house they supposed she was at home.

Mrs. McCullion was born in Connellsville and spent all her life here. She was a daughter of the late Mr. and Mrs. George Balsley. Her husband, Irvin McCullion, died about seven years ago. Deceased was a member of the First Methodist Episcopal church and was well known. Funeral from the McCullion home tomorrow afternoon at 2 o'clock, with Rev. G. L. C. Richardson officiating. Interment in Chestnut Hill cemetery.

READY FOR SCHOOL

To Re-Open on September 17; Half Day Sessions for Month.

School will resume on September 17. As near as possible, last year's arrangement of half day sessions will be followed until the new buildings are completed. The high school and Crawford school are expected to be ready for use by October 15, the Crawford school probably a little before that.

Various conjectures have been made as to whether or not the opening of school would be postponed because of the non-completion of the buildings. It has now been announced positively that the children will go back on September 17. School authorities will make definite announcement of the plans to be followed in accomodating the children shortly.

Last Shore Excursion.
The last Baltimore & Ohio excursion to Atlantic City will be run on Thursday, September 6.

REGISTER A KICK.

East Park Residents Say "Spooning" Is Too Flagrant.

Residents of the East Park addition are kicking strenuously against the practices of men and girls in the secluded spots of that section. They say it is high time something was done to prevent some of the things that are now practiced almost openly.

The vacant tract around and between the cemetery and Wills Road, is a favorite haunt for the offenders and the East Park bridge a meeting place.

The residents say they wouldn't mind if the couples would do their spooning in spots off the public highway, but they don't.

The day was perfect, though a trifle cool, and the farmers were busy every minute exchanging greetings and talking about crops.

At 11 o'clock the grangers raised a flag over the fair grounds. That was a public pledge of patriotism, but the farmers have all this year been indulging in a different kind of patriotism by planting the largest acreage in the history of the country.

Dinner was served from noon until 1 o'clock. The big market baskets "filled" along by every family contained everything known in the way of eatables, and those who came alone and unprovided for were quickly invited to partake of the feasts of those who had come prepared.

After the dinner, addresses on various farms problems were presented by Professor F. S. Putter of State College; P. E. Dougherty, Fayette county farm agent; and N. B. Critchell of Harrisburg, formerly secretary of the state department of agriculture.

The presentation address at the flag raising was made by R. E. Umbel Woods N. Carr responded after which Rev. H. A. Baum, pastor of the Conemaugh Memorial Episcopal church at Dawson, made a patriotic address.

The Leisering Cornet band played throughout the day, under the direction of W. G. Oswald of Connellsville and Lester Crawford of Connellsville sang a number of enjoyable songs.

FINE CORN ROAST

Scottdale Man Entertains West Penn Men and Their Wives.

Russell Hixson of the West Penn Power company at Scottdale entertained his fellow employees, their families and a number of friends at a corn roast at his home in West Overton on Friday evening. A large bonfire was built and after the coals were in the proper shape all had roast corn in abundance.

Mr. White and Mr. Fair proved they could cut wood and tend a fire as well as eat corn. After everyone tried to outdo the other roasting corn disappear, Mr. Fair was voted the champion corn eater. Mr. Hixson then invited the guests to the house where Mrs. Hixson had prepared an elaborate dinner.

Those present were: Mr. and Mrs. Arthur White, Mr. and Mrs. John Blackburn, Mr. and Mrs. B. C. Fair, Miss Elizabeth Glenn, Miss Ruth Mitchell, Mr. and Mrs. J. S. Murray, Miss Anna Wehman, Miss F. Visser, Messers Elmer Wise, William Hoke, Donald Shotts, John McWilliams and William White. At a late hour the guests departed voting Mr. Hixson a prince at entertaining. Mrs. Hixson the best of cooks and the Hixson home the place to go for a real good meal.

5,000 PERSONS AT ANNUAL PICNIC OF COUNTY GRANGERS

Great Turnout Attends What Proves Biggest Outing Farmers Ever Held.

Five thousand people from all sections of Western Pennsylvania attended the annual Union Grange picnic Saturday at the Dawson fair grounds. The crowd was simply immense. It was the largest in years, and it was a surprise to those who did not realize how strong the Fayette county grangers were.

The residents say they wouldn't mind if the couples would do their spooning in spots off the public highway, but they don't.

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FALLS FROM ENGINE

Philadelphia Man Knocked Off Running Board of Locomotive.

Six new patients are at the Cottage State hospital. Edward Haggerty of Philadelphia, employed by the Baltimore and Ohio railroad, is suffering from a sprained back and other slight injuries received when he fell from the running board of an engine. While Haggerty was washing out the boiler, another workman pulled the hose out of the boiler. The force of water knocked Haggerty off the running board.

Joe Fargo of Trotter, 35 years old, was struck by an automobile Sunday, suffering slight lacerations of the head. Fargo is a Hungarian, and is unable to give an account of the accident.

Mrs. George May of South Connellsville underwent an operation Monday. John Ray of Star Junction, six years old, was admitted Monday morning at 1 o'clock for an appendicitis operation. Mrs. Mary Kiser of Dawson was admitted Sunday to undergo an operation. James Quinton, 20, of South Connellsville, 22 years old, a laborer for the Baltimore and Ohio railroad, was slightly injured while at work.

Various patients were admitted to the hospital for treatment of injuries received in the accident.

Those present were: Mr. and Mrs. Arthur White, Mr. and Mrs. John Blackburn, Mr. and Mrs. B. C. Fair, Miss Elizabeth Glenn, Miss Ruth Mitchell, Mr. and Mrs. J. S. Murray, Miss Anna Wehman, Miss F. Visser, Messers Elmer Wise, William Hoke, Donald Shotts, John McWilliams and William White. At a late hour the guests departed voting Mr. Hixson a prince at entertaining. Mrs. Hixson the best of cooks and the Hixson home the place to go for a real good meal.

For \$2.00 in Advance

Memories Revived by Visit To Battlefields of Maryland

The following reminiscences of Comrade A. J. Smith of Brightwood, D. C., were written following a recent automobile trip over the battle-fields in and around Frederick, Md., and furnished to the Courier through his friend, Comrade H. O. Neill of Smithfield:

"Our Division was known as the Kanawha Division, commanded by Gen. Jacob D. Cox, a fine specimen of the volunteer officer and soldier, along about the 1st of July, 1862. Our Division was encamped on Flat Top Mountain in West Virginia and had received orders to report to the military authorities at Washington, D. C. Our Division numbered about 7,000 fighting men of all arms ready for duty. We landed in Washington sometime the first of August, 1862, crossed the Potomac, and went into camp at a place called Munson's Hill. We were in camp here in plain hearing of the second battle of Bull Run which was raging while we lay there. After this battle closed the Confederate army, or its generals concluded they would invade Maryland. The Potomac army was composed of McClellan's Peninsula army, Burnside's 9th Corps, Cox's Kanawha Division, and Pope's defeated army from the Bull Run battle, numbering in all about 130,000 men. Gen. Geo. B. McClellan was given chief command and we were ordered to move and drive the Confederates out and back across the Potomac river. So the whole command moved from near Alexandria across the Potomac, through the city of Washington, and toward Rockville, the county seat of Montgomery county, Maryland.

"And now, Aug. 11, 1917, we got an auto, and I tried to guide a party of friends over the route taken by the army of the Potomac on its march north to drive out the rebel hordes that was invading Maryland 55 years ago. I was one of that grand army, our Division being attached to Burnside's 9th Corps. We started from the home of Homer Smith, 606 Longfellow St., Brightwood, D. C., about 8 o'clock A. M. We arrived at Rockville, 15 miles from Washington, about 9 o'clock. I could not recognize the country. We went on to Ridgeville on the Nanticoke Pike, living there about 10 o'clock. We were 30 miles from Washington now.

At last we found Poplar Springs where the Potomac army came into the National Pike. We were now 31 miles from Baltimore, and 35 miles from Washington. McClellan was covering both cities well. I recognized Poplar Springs all right.

So we turned west again, and about 12 noon, we were looking at the stone bridge that spans the Monocacy river. Here is where we came across the Confederate pickets just a little ways east of the bridge. I had charge of the extreme advance with two men in 1862, the 12th day of Sept. As I came in sight of the Confederate picket I fired on them. We drove them across the bridge and waited till our Kadawha Division came up, and then moved forward and drove the Johnnies toward Frederick. The road looked very familiar—had no trouble in locating where the rebel picket stood, but some in locating the point from where I fired, as there are some large buildings located there, built since the war, but I got it alright. We had a kodak with us and took a picture of the spot. I am standing where the Confederate picket stood, back of those buildings is where I fired from. We took lunch here about 60 miles from Washington. We took another picture of the east end of the Monocacy bridge, by the natives called the Bottle Bridge, for the reason that at the east end of the bridge is a piece of stone work about 10 feet high, in the shape of a demijohn, built in 1808, and those people say a gallon jug of whiskey is walled up inside of this stone work, perhaps handed down to them by tradition. At the west end of the bridge the Confederates had two pieces of artillery planted to take the bridge, but we soon got rid of them. Two guns from McMillen's battery and two guns from Slinn's battery opened on the Confederate guns, killing three or four artillery horses for the Johnnies, and they took their guns and lit out toward Frederick. How natural the old Pike here looked to me! We had two pieces of Slinn's battery along with us and the best artillery shot I saw fired during my enlistment I saw fired from the rising ground south of Frederick on the National Pike at a rebel piece of artillery. I saw the gun when it was struck, but such a dust was raised that we could see nothing. About five minutes afterwards, we went by on a charge and I saw the rebel gun laying in the road with six dead horses, and three dead rebels. This spot is right in front of the present fair-ground site. We drove our auto on across a small bridge, passed the spot where John Elliott of our company was killed, Dol Eberhard lost a leg, and Jas. B. Wiggin, Wm. S. Bailey, and Russel Walker were taken prisoners. Oh, I tell you we went out of Frederick faster than we went in. So we passed on through Fredericktown in our auto, nor did we see anything of Aunt Barbara Fritz last Saturday, nor in 1862. She might have been there but hardly there now. Well we passed on through Frederick in our auto. The country looked very familiar until we came to the crest of the Catoctin hills or mountains. There was quite a good-sized village here. I cannot remember my town there in 1862. The town is called Braddock Heights. Our army had a signal station here in 1862, (that is a field signal station). We drove on down through Middle-town, crossed the ___ river and began to climb South Mountain towards Turner's Gap. We arrived at the Summit House about 4 o'clock P. M. Here we found several autos of sight seeing excursions, and six large steel tablets giving a short condensed history of the fight of South

Mountain. So far as my knowledge goes it is correct as read on the tablets. My Division, Cox's, fought one mile south of Turner's Gap at Fox's Gap. We did not go there on account of the lateness of the hour, 4:30 P. M. We now turned our provost horses home something near 70 miles away. We passed through a good farming country. The wheat, corn, potatoes, and tobacco were magnificent. We stopped at Rockville and got our supper, then went on over magnificent roads, passed fine residences, and well kept lawns until we came to the place of starting, 606 Longfellow Street, Brightwood, D. C., everyone well pleased with the trip, especially me, as we went bowling along. All I had to do was to shut my eyes and there galloping along the dusty old National Pike I could see many others and noted generals as Burnside, Hancock, Reno, Meade, and Cox and many others who became noted before the war closed, but have passed over the river never to return, and of the boys of my own beloved company, but few of them left any more, we must all pass along. Some day soon if I can make the arrangement to visit the Anacostia battlefield some 75 miles from here I shall do so. If I go I will write about it.

A. J. SMITH.
WAYS OF PREVENTING
LARGE ANNUAL LOSSES
OF LOW GRADE FRUIT

Cider-Making and Drying Recommended by State College Experts.

No food of any kind should be allowed to waste this year. Hence some provision should be made now to prevent the large annual losses of lower-grade or cul fruit. Such fruits may be dried, canned or made into cider, jellies, syrups and the various fruit butters and marmalades offer further outlet for the utilization of cul fruit and are exceedingly appetizing. Cider-making and drying are probably the most popular methods of consuming cul fruit.

As to which is most likely to be profitable, it may be noted that one bushel of fairly good apples should yield six and one-half to seven pounds of dried fruit evaporated to a moisture content of twenty-five per cent. In a well-equipped factory, this can be accomplished at an average cost of about two and one-half cents a pound, but at the home it will double this cost at least five cents. If the slicing, bleaching and drying are well done, the resulting product should be worth at least \$10 cents a pound at home. This product requires no expensive containers, can be stored in small space and will keep almost indefinitely under proper conditions. The original fruit can thus be converted into a relatively stable food, and can be made to yield a return of about twenty-five to thirty cents a bushel.

One bushel of well ripened apples should yield about two gallons of cider if made with a good home press and about four gallons with a first-class power press.

This cider should be worth about 10 cents a gallon, and hence would yield a return of 20 to 40 cents a bushel on the original fruit, minus the cost of making, which should be relatively small. The cider can then be carried over into vinegar, or it may be pasteurized and kept sweet indefinitely. The pasteurizing is best done by heating the fresh cider to a temperature of 149 degrees F. for one hour and then sealing in sterilized containers.

Further information on this general subject can be obtained in Extension Circulars 44 and 62 of the Pennsylvania State College School of Agriculture and Experiment Station, and in Farmers' Bulletin 291, obtainable on request from the Secretary of Agriculture, Washington, D. C.

Detailed information on the commercial evaporation of apples may also be found in Bulletin 131 of the Agricultural Experiment Station, Pullman, Washington.

"KNIT YOUR SHARE"

Slogan Adopted in Campaign for 500 Red Cross Sets at Mt. Pleasant.

The Red Cross chapter of Mount Pleasant, which recently received a request to make 500 sweaters, mufflers, wristlets and pairs of socks for the comfort of soldiers during the winter, has opened knitting headquarters in a room in the bank building at Mount Pleasant. The place where the allotment of the chapter will be filled will be known as the "Knit-Your-Share" headquarters. Mrs. John D. Hitchman is chairman of the knitting committee and Mrs. Richard Gerster secretary. The following women will be in charge of the rooms: Mrs. Glenn Harrison, Misses Helen Ramsay, Jean Smith, Naomi Rhodes, and Margaret Overholst.

In addition to the knitting at headquarters, there will be 12 teams to solicit throughout the town, getting comfort sets from private individuals. A prize will be offered for the one soliciting the most goods, and there will also be a prize for the person making the largest number of comfort articles.

To Fly Over Parade. Lloyd Thompson, aviator, will fly over Uniontown as the union men march in their big Labor Day celebration, it has been announced. Thompson will make his third appearance at the speedway, but prior to the races and during the parade, he will make a flight over the city.

Make Good Progress. Good progress is being made on the raising of the Dawson bridge.

CARD SHARKS ARE DEPENDENT ON HIM, REGISTRANT AYERS

NEW YORK, Aug. 25.—A husky citizen who declared that he was employed as a navy yard shipwright claimed exemption yesterday. He offered the fact that he was employed in government work as a reason, but added, "an' besides, I've got dependents."

"How many?" asked the exemption official.

"Me mother," said the shipwright, "an' about 20 years that I been playing cards with for the last three months. Without me they'd starve."

MARRIED MEN WITH NO DEPENDENTS NOT TO CLAIM EXEMPTION

District Board Makes Its Position Clear on Appeals of This Character.

The course which the district exemption board No. 3, will pursue in deciding upon appeals from the telegrams of local boards, and upon claims for occupational exemption, is made clear in a set of suggestions to draftsmen issued yesterday. The board announces definitely that it will grant no claim of a married man, for the reason that he is married. The wife or child must be entirely dependent upon the man's labor if he is to be relieved from service. Industrial exemptions, it is indicated, will be granted in few cases.

By national sanction, the Pennsylvania division has been placed under the control of the Public Safety Committee, with John C. Fraze, as state director. Mr. Fraze and his associates planned the recruiting of the division at a recent conference in Washington, D. C., with William E. Hall, the national director. District superintendents have been appointed throughout the state, and they are preparing for a simultaneous recruiting drive in all counties.

The working plan of the organization calls for regular enlistment of boys, with the consent of their parents or guardians, for strictly non-military service of a temporary nature under proper and careful supervision, and at appropriate wage rates.

The civilian service department asserts that the need for such service, growing out of the great labor shortage in the country, due on one hand to the large withdrawal of men from their regular occupations, and on the other hand to the present necessity of greatly increasing agricultural and industrial production, will frequently be imperative.

It is intended, however, that the participation of the reserve in such emergency work shall be organized as not to retard the education of these boys who are attending school and not to prove a detriment to those who are regularly employed. Enrollment in the reserve does not necessarily involve an immediate call to service.

"Augusta's commercial and social relations are so close with Pennsylvania, so many folks from Philadelphia, Pittsburgh, Scranton, Reading and other places are members among our winter colony, that we feel almost as if we were part and parcel of the Keystone State. And when the rental city people with the inhabitants of Williams Penn's commonwealth becomes a reality, this must open into feelings of the utmost cordiality and lasting friendship. The European war has caused some queer transpositions may this turn out to be the happiest of the lot," concludes The Herald.

Instructions have been issued to the district superintendents for a vigorous recruiting effort in which posters produced by the government and other forms of publicity will be utilized.

Pennsylvania, with one-twelfth of all available boy workers in the country,

is the first of the big industrial states in the east to undertake organization of boys' working reserve.

Detailed plans for the operation and control of the reserve are being formulated and will be announced later.

123,000 PATRIOTIC AMERICANS WANTED FOR BOYS' RESERVE

Pennsylvania Will Do Emergency Work at Home During the Great Conflict.

Twenty-three thousand patriotic young Americans are wanted in the Pennsylvania division of the Boys Working Reserve U. S. A., a national organization with state branches which aims to supply emergency workers for agricultural, industrial and commercial service during the continuance of the war.

The week beginning September 3

has been designated "Boys' Reserve enrollment week" by the civilian service and labor department of the Pennsylvania Committee of Public Safety which will conduct a campaign to enlist the desired quota of young workers. Boys and young men between the ages of 16 and 21 years are eligible for membership and through connection with the Reserve will aid the Government in its efforts to prosecute a successful war.

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The motto of the reserve is, "I will be ready." Membership is open equally to employed and unemployed boys.

Boys who enroll are to be given instruction in the lines of work which appear to be best fitted and will be placed at such work. Every safeguard will be taken to prevent exploitation of this emergency labor and to protect the young workers against physical and moral injury.

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CAMP HANCOCK AN IDEAL PLACE TO LEARN SOLDIERING

General Clement Considers It Well Located, Splendidly Environed and Easy of Access.

With the arrival of General Clement the progress at Camp Hancock is stimulated and the public interest awakened anew, says the Herald of Augusta, Ga. His presence inspired fresh enthusiasm in the big work and put more vigor into its construction.

Already it is as busy as a bee hive, with us thousands of laborers, toiling

and its hundreds of automobiles and wagon teams going and coming, rows of houses springing up as if by magic, and streets being laid off, leveled and graded. One cannot sense the intensity of the enterprise without taking a bird's eye view of the operations in progress, and even then he will not fully grasp full size of what is going to be for there are the base hospital, the remount camp and the artillery ranges, yet to be built, and they are detached from the main camp.

General Clement expresses himself as being delighted with the camp, its picturesque location, high altitude, and splendid environments.

The nature of the sandy soil is especially appealing to him as assuring absolute freedom from moisture which is the one thing most sought after in the camp. But let him wait until it rains and he will realize the genuine worth of Camp Hancock, its peculiar property of absorption. In 10 minutes after a shower, one can walk out and not get his feet wet. The top soil has no mixture of clay and nothing else to attract moisture.

In addition to these very noteworthy advantages Camp Hancock lays broadside against the Georgia Railroad from which spur tracks and sidings have been built radiating all parts of the camp which will render it pre-eminently accessible both for the freight and passengers. Virtually two double-track lines of street railroad touch the camp and if the necessity should arise, a third or fourth line can readily be built, at little cost. With the Georgia Railroad running shuttle trains back and forth, the street railroad occupying so advantageous a position it is evident that there will be no lack of transportation facilities to Camp Hancock and even if the present arrangements should prove to be inadequate to meet the requirements of traffic remedy can easily be applied.

"Augusta's commercial and social relations are so close with Pennsylvania, so many folks from Philadelphia, Pittsburgh, Scranton, Reading and other places are members among our winter colony, that we feel almost as if we were part and parcel of the Keystone State. And when the rental city people with the inhabitants of Williams Penn's commonwealth becomes a reality, this must open into feelings of the utmost cordiality and lasting friendship. The European war has caused some queer transpositions may this turn out to be the happiest of the lot," concludes The Herald.

It is intended, however, that the participation of the reserve in such emergency work shall be organized as not to retard the education of these boys who are attending school and not to prove a detriment to those who are regularly employed. Enrollment in the reserve does not necessarily involve an immediate call to service.

The motto of the reserve is, "I will be ready." Membership is open equally to employed and unemployed boys.

Boys who enroll are to be given instruction in the lines of work which appear to be best fitted and will be placed at such work. Every safeguard will be taken to prevent exploitation of this emergency labor and to protect the young workers against physical and moral injury.

Instructions have been issued to the district superintendents for a vigorous recruiting effort in which posters produced by the government and other forms of publicity will be utilized.

Pennsylvania, with one-twelfth of all available boy workers in the country,

is the first of the big industrial states in the east to undertake organization of boys' working reserve.

Detailed plans for the operation and control of the reserve are being formulated and will be announced later.

The Reason for Partisanship

WASHINGTON, August 29.—The Republican Publicity association, through its president, Jonathan Bourne, Jr., today gave out the following statement at its Washington headquarters:

"Complaint is made by some administration papers because some Republicans maintain in Washington an organization to continue discussion of political questions regardless of the absence of a political campaign and regardless of the continuance of the war. Those papers deplore such activity as partisan and urge its discontinuance.

"If these administration defenders want discontinuance of partisanship, they can find ample opportunity for initiation of such a program at the White House. Neither before the war began, nor since, has President Wilson shown the slightest indication of intention to abandon partisanship. On the contrary, he has violated the spirit of acts of Congress in order to perpetuate intense partisanship. We have had illustrations of that in the case of every commission he has appointed when there was in contemplation bi-partisan representation. Moreover, when there were congressional contests in New Hampshire and Indiana, recently, a spokesman of the administration went into the districts where elections were to be held and made vigorous partisanship campaigns asserting 'New Hampshire is a vote for Prussianism and for the Kaiser.' In the face of such a challenge as this, any Republican who would desert his colors would be unworthy of citizenship in a free Republic. So long as President Wilson is willing to countenance spokesmen who assert that 'a vote for a Republican is a vote for Prussianism and for the Kaiser,' he will have a partisan contest on his hands.

"But, entirely aside from the fact that President Wilson has led in the

maintenance of partisanship, there is no reason why any man, whether Republican or Democrat, should forsake his economic principles because a war is in progress. We shall have peace following this war and we shall then be confronted with the problems of peace? In fact, those problems now confront us, for if there is any virtue in preparedness for war in time of war, there is equal virtue in preparedness for peace in time of war.

"Republicans believe that the permanent prosperity of this country depends upon the establishment and maintenance of a Protective Tariff which shall represent at least the difference between the cost of production here and abroad. Democrats dispute this proposition and assert that it is folly to produce an article at home if we can buy it cheaper abroad. This is a question upon which there is much controversy and ought to be controversy so long as there are those who advocate building up foreign enterprise at the sacrifice of our own.

"President Wilson has never retracted his assertion that the 'Republican party is the refuge of those who are afraid,' nor has he qualified his description of Republican leaders when he said that 'some of them are misguided, some of them are blind and most of them are ignorant.' Whenever he is ready to change his view of Republicans and take them into council on an equality with Democrats in the administration of the affairs of the government, and whenever he is willing

HOW ENGLAND IS ADAPTING INDUSTRY TO WAR CONDITIONS

Has Worked Out a Very Satisfactory Solution of Its Early Troubles.

PLANT CONTROL "SYSTEM"

Which Applies Only to Profits and Losses; Excess Profits Tax 20 Per Cent; Labor Sets Many Restrictions Aside and Cooperates in Every Way.

In adapting industry to war conditions the United States can learn much from the experience of England. In that country today those engaged in certain specific lines of business may not employ men between the ages of 18 and 61. This indicates the extent to which England has gone after three years of war in her efforts to take men from the less essential industries and concentrate national effort on industries engaged in war work and other work of national importance.

Early in the war it became evident that if the troops at the front were to be furnished with munitions and supplies, men at home must work in a manner different from that established by trade union rules and practice. Restrictions upon labor made it impossible to produce the quantities needed. The labor unions agreed to the temporary modification or elimination of these restrictions upon certain conditions and agreed that there should be no stoppage upon work on munitions or other work required for the satisfactory completion of the war.

In certain classes of plants strikes are not lawful. Increases in wages may be asked only to offset the increased cost of living. Restrictions upon the employment of women and unskilled labor have been laid aside for the war and also restrictions upon individual output. Women are employed only when men are not available. Men are to be re-employed when they return from the war. The minimum rates of wages for men apply to women.

Differences as to wages or conditions of employment are to be settled by arbitration, if possible, if not, by the Ministry of Munitions.

In England today there are more than 5,000 so-called "controlled" plants. The use in this connection of the word "controlled" is misleading. The operation of these plants is not controlled or supervised. In fact, so far as management is concerned, the owners are quite as free as before the war. Only profits and labor are controlled. All profits of such companies in excess of 20 per cent beyond the average net earnings of the two financial years next before the war are to be paid to the government. If, however, these average net earnings—which are termed standard earnings—are not fair in the judgment of the minister of munitions, a different rate of earnings may be established by him.

Where the owner has used more capital or produced a greater volume of output than formerly, the minister is to allow him either eight per cent per annum on the amount the minister decides is the amount of the additional average capital or such a share of the excess profit as the minister decides to be the amount the owner would have earned by a similar increase of output during the pre-war period. The owner has the right to have whatever amount is the greater—the eight per cent or the additional fixed sum. In figuring the additional capital on which the eight per cent is calculated, there is included borrowed money (other than government loans) and also undivided ascertained profits which are reinvested in the business. The additional profit may, in the discretion of the minister be in lieu of or in addition to the permitted 20 per cent increase above the standard profit.

In the "controlled" plants there will be no strikes or stoppage of work. Employees are governed by certain rules, violation of which is punishable by fine. Plants engaged upon certain classes of munition work are forbidden to induce workers to enter their employ by offering increased wages or to bring workmen from a distance of more than ten miles.

Through the Board of Trade Labor Exchange there has been created a volunteers' Industrial Reserve in which are enrolled men and women who agree to go wherever they may be required by the government and to engage in whatever work is given them. Such persons receive, in addition to their wages, a subsistence allowance from the government when they are compelled to live away from their families. This is for the purpose of making it possible for workers to send their entire wages to their families. Where a workman is sent from one district into another he receives the wage of the old or new district according to which is the higher.

All persons are forbidden to employ men within six weeks after they have left work, unless the man has a "leaving certificate" from the last employer stating that he left with the employer's consent.

One of 1,064 Has Been Completed at the Baldwin Locomotive Works.

The Baldwin Locomotive Works has built the first of the locomotives ordered by the United States government for use in connection with military movements in France. The engine is of the familiar consolidation type, with one pair of forward wheels and four pairs of drivers.

It weighs 80 tons, and its general appearance is like that of American locomotives excepting that there is no pilot on the forward end, there being instead two buffers to meet requirements of handling foreign cars, and the rear end of the tender is similarly equipped. On the side of the tender is "U. S. A." in large letters.

This locomotive is one of 1,064 ordered from different makers. Besides buying these 1,064 locomotives, the government has also ordered for use in France 5,000 standard-gauge 30-ton freight cars and 2,997 of the narrow-gauge freight cars.

Steel Exports.

American mills in the governmental fiscal year ending June 30, 1917, exported a total of 1,941,661 tons of billets, blooms and ingots for which they received an average price of \$69.57 a ton at port of shipment. In the fiscal year previous, these mills shipped abroad a total of 962,097 tons at \$40.33 a ton.

There has been no limitation of the hours of labor in plants but the policy has been followed by continuing such hours as are usual in each business.

As a matter of fact, there have been such excessive hours in some plants that a commission, appointed to investigate work and the relation of hours of labor to output, strongly recommended a reduction in hours where work was being done 10, 12 and 14 hours a day, seven days in the week.

To train women and unskilled men classes have been formed at technical schools. Also groups of untrained employees have been placed in plants under skilled men.

FIXED PRICE HITS W. VA. HARD

State Labor Commissioner Estimates Loss to State at \$100,000,000; Production Will Fall 40%.

The government's action in setting the maximum price of West Virginia coal at \$2 a ton will mean a loss in one year to the coal operators of the state of at least \$100,000,000 or nearly eight times the Virginia debt, according to estimates announced by Samuel B. Montgomery, state labor commissioner. Since most of the million and a half people of the state are directly or indirectly dependent on the coal industry, he declares it an economic loss to the whole people. The estimated per capita loss is \$66.33.

The immediate result, he declares, will be a reduction in the production which under favorable conditions would have been 100,000,000 tons. Many small mines will be closed down immediately because they cannot produce coal at \$2 a ton.

Men employed in rural mines are mostly farmers and property owners who are employed on public work at odd periods when it is convenient to their homes, or who have been induced to do so by the large wages made available by the former high price of coal. These men will not leave their homes and board out, consequently they will follow other pursuits.

With the amount of coal consumed at home is so small that it is negligible. West Virginia has everything to lose and nothing to gain. Commissioner Montgomery points out. Gas is more largely used by home consumers than coal. Heretofore domestic coal has always been furnished by commercial banks not engaged in commercial mining. For that reason each community regulates the price of domestic coal. The government rate will help no one in the state, the commissioner declares.

LARGEST COAL CAR

Has Capacity of 120 Tons and Built for the Virginian Railway

The first of the four 120-ton gondola cars ordered a year ago by the Virginian Railway, one each from a different builder, has been completed and delivered to the railroad company. The general appearance of the car resembles that of other large capacity gondolas of steel construction, the only important differences being its great size and the bracing and other features of interior construction. The outside dimensions over all are: Length, 53 feet 7 inches; width, 10 feet 3 1/2 inches; height of sides above rails, 11 feet 1 1/2 inches. Inside measurements are: Length, 50 feet; width, 9 feet 8 1/2 inches; height of sides at ends of car, 7 feet 3 3/4 inches. The car is carried on two trucks of six wheels each, and within there are cross braces of great strength to prevent the car from bulging when fully loaded.

The rated capacity of this car is 100 tons, but in railroad practice the 10 per cent allowance for overload makes it practically of 120 tons coal-carrying capacity. The weight of the car empty is 73,000 pounds; therefore, when fully loaded it will weigh 313,000 pounds, or in round figures 157 tons; thus over 76 per cent of the total burden is load which pays revenue to the company.

Where the owner has used more capital or produced a greater volume of output than formerly, the minister is to allow him either eight per cent per annum on the amount the minister decides is the amount of the additional average capital or such a share of the excess profit as the minister decides to be the amount the owner would have earned by a similar increase of output during the pre-war period.

On the Cost of Coal for Use of the Railroad Companies.

The effect of coal price regulation on the cost of fuel used by the railroads is illustrated in the case of the Chesapeake & Ohio railroad.

In the six months ended December 31, 1916, the coal purchased by the Chesapeake & Ohio cost only 97 cents a ton. The coal was bought under contracts made with hundreds of operators all along the line. These contracts expired in March, as did those of a number of other roads.

For a time the road was compelled to pay for some of its coal from \$2.25 to \$3 a ton. It bought the larger part of its tonnage at from \$1.50 to \$2 a ton. Thus the only way in which the road is affected by the fixed price is the protection offered against advances in the future. It is understood that the Pennsylvania, on the other hand, contracted a month or so ago for some coal at around \$2.60 a ton. But neither of these contracts will be affected by the fixed price.

FIRST WAR LOCOMOTIVE

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United States and Foreign Trade Marks, Copyrights.

W. G. DOOLITTLE, PATENT ATTORNEY, Pittsburgh, Pa.

McKeeffrey Coal Co.

Advertise in The Weekly Courier.

Ore Cars Short.

Owners of ore carriers and shippers are complaining about the shortage of cars, and unless there is a decided improvement the movement of iron ore from the Lakes will not meet the estimated requirements.

The decline is chiefly to be attributed to a relative increase in labor shortage and strikes. In Illinois this factor, limiting production, rose from a normal level of 4 per cent to more

Coal Freight Rates

EFFECTIVE JULY 1, 1917.

TO EASTERN POINTS. ORIGINATING DISTRICT, Connellsville W. Monongahela

Pittsburgh Fairmont Ebensburg Latrobe

Baltimore, Md. 2.15 2.00 1.85 1.75

Chester, Pa. 2.15 2.00 1.85 1.75

Harrisburg, Pa. 1.95 1.80 1.60 1.45

Johnstown, Pa. 2.05 1.90 1.75 1.65

Lebanon, Pa. P. R. R. and P. & R. 2.05 1.90 1.75 1.65

New York, N. Y. (37th) 2.40 2.25 2.10 2.00

New York, N. Y. (Brooklyn) 2.50 2.35 2.20 2.10

Philadelphia 2.15 2.00 1.85 1.75

Sparrows Point 2.15 2.00 1.85 1.75

Steubenville 2.15 2.00 1.85 1.75

South Bethlehem, Pa. 2.25 2.10 1.95 1.85

Syracuse, N. Y. 2.15 2.00 1.90 1.80

To ATLANTIC PORTS via P. R. R.

Greenwich, local 1.80 1.75 1.60 1.50

Greenwich, export 1.70 1.55 1.40 1.30

South Amboy, P. O. B. 2.00 1.90 1.75 1.65

Tampa, Fla. 2.10 1.95 1.80 1.70

Grovesville 2.10 1.95 1.80 1.70

Canton, Ohio, local 1.80 1.75 1.60 1.50

Canton, Ohio, export 1.63 1.48 1.33 1.23

To ATLANTIC PORTS via B. & O.

St. George, Coal Pier 2.40 2.35

St. George, Export 2.05 1.90

Philadelphia Coal Piers 1.90 1.75

Philadelphia for Export 1.70 1.55

Curtis Bay Piers 1.90 1.75

Curtis Bay for Export 1.63 1.48

The rate from the Fairmont District to Johnstown is 78c; Monongahela to Pittsburgh, 75c; and to New York, 1.80c.

The Connellsville Rate applies to shipments from points on the South-West Branch of the Pennsylvania railroad south of Ruffsdale; from points on the Pittsburg, Virginia & Charleston railroad east of Dawson; on the Smithfield & Monongahela Branch; and from the Fairmont Region of West Virginia.

ORIGINATING DISTRICT, Pittsburgh Group Upper Cville Lower Cville

Rate per Net Ton of 2,000 lbs. (1) (2) (3)

Carlisle, Pa. 1.10 1.20 1.25

Clarke, Ill. 1.05 1.20 1.25

Cleveland, O. 1.15 1.25 1.30

Columbus, O. 1.15 1.25 1.30

Detroit, Mich. 1.40 1.45 1.55

Indiana Harbor, Ind. 2.05 2.05

Toledo, Ohio 1.25 1.30 1.35

Youngstown, O. .35 .35 1.00

Lake Ports .35 .35 1.05

The Pittsburg District includes points east as far as Larroche and south on the Southwest Branch to and including Ruffsdale; south to and including Brownsville and Braxwell; on the Pittsburg, Virginia & Charleston railroad east of Dawson; on the Baltimore & Ohio railroad westward to Dickerson Run and southwest to and including Brownsville on the New York Central line.

The Connellsville District includes points on the Southwest Branch of the Pennsylvania railroad south of Ruffsdale; south to and including Brownsville and Braxwell; on the Pittsburg, Virginia & Charleston except Braxwell; and all Monongahela River railroad points; New York Central points east of Dickerson Run, including Connellsville Transfer, and points on the Baltimore & Ohio, Dawson to Point Marion, Pa.



FURTHER DECLINE IN TONNAGE RATIO TO FULL CAPACITY

Recorded at Bituminous Mines For Week Ending August 26.

TENDENCY IS DOWNWARD

Due Chiefly to a Relative Increase in Labor Shortage and Strikes in Several of the Districts; Mines